

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
 DIRECTORY & CHRONICLE
 FOR 1906.

Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

PRICE, \$3 PER MONTH.

INSURANCE

THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)

Funds nearly
£11,000,000.

BEFORE assuring elsewhere compare the
Standard's rates with those of other
Companies.

DODWELL & CO., LTD.,
Agents.

HOTELS

HONGKONG HOTEL

First-Class and Up-to-Date.

Dining accommodation for 300 Persons
163 Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRAS
H. HAYNES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.
For Terms, &c., apply to—
MANAGER:

Hongkong, 24th July, 1906. [a351]

VICTORIA HOTEL.

SHAMEEN—CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praia Grande.
Both Hotels under experienced European
Management.

Every Comfort and Convenience for Resident
and Tourists.

WM. FARMER,
Proprietor

"BOA VISTA"
HOTEL-SANITARIUM OF SOUTH
CHINA.
MACAO.

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous
of a few days' rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Hengshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

An Orchestra plays during Dinner on
Saturdays.

Calls Address—"BOAVISTA."
For "orms, apply
e221 THE MANAGER.

WANTED.

A BED-SITTING ROOM, furnished or
unfurnished, in a respectable part of
the Central District. The Upper Levels not
objected to.

B. 123. [1323]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER
TAKEN. Charges moderate.

F. A. V. RIBEIRO

(late of the Hongkong Typewriting Bureau)
31, Queen's Road Central (Second Floor).

Hongkong, 25th October, 1905. [19]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 9 A.M. and 4 P.M. daily. Sunday
excepted to receive and deliver perishable goods.

W.M. PARLANE, Manager.

Hongkong, 18th November, 1905. [47]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.

SIEMSSSEN & CO.

Hongkong, 3rd October, 1905. [45]

ASK FOR KUPPER'S PILSENER.

IT IS THE BEST LIGHT BEER OBTAINABLE.
BEWARE OF IMITATIONS.

TELEPHONE No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

Hongkong, 7th June, 1906. [a1180]



MACKIE'S WHITE HORSE CELLAR

THE UNRIVALLED SCOTCH WHISKY

\$14.00 PER DOZEN.

LANE, CRAWFORD & CO.
SOLE AGENTS.

a165 JOHN ROBERTS & COMPANY, LTD.
BILLIARD TABLE MAKERS.

BOMBAY,

INTIMATION.



A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

DEVONSHIRE CIDER.

WE have just received a shipment of
APPLE BRAND CIDER Bottled by
MESSRS. ROBERT PORTER & COMPANY
Proprietors of the famous BULL DOG
BRANDS OF STOUT and ALE.

It is highly recommended by many medical men on account of its beneficial action in certain ailments, particularly in complaints of a gouty origin or tendency. Either by itself or Mixed with SODA or GINGER BEER it makes a most wholesome, palatable and refreshing Summer Beverage.

PER CASE OF 8 DOZ. PINTS ... \$30.00
PER DOZ. ... \$4.00

A. S. WATSON & CO.,
LIMITED,

Hongkong, 5th July, 1906.

[30]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to this Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications which have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies & Cash Telegraphic address: "PUNCO" Codes: A.P.C. & R.H.
Lisbon
P.O. Box, 88. Telephone No. 12

MARRIAGE.

On June 30th, at Shanghai, JOAO CLAUDIO, eldest son of the late JOSÉ CRISTÓVÃO D'ÁQUINO, to LILY MARIA, second daughter of the late Chevalier Eugénio Francisco Xavier dos Santos Remondes, F.R.G.S., Lis., etc., etc.

DEATHS.

On July 1st, at Shanghai, FRANCIS LEE, late Wharfinger, China Merchants S.N.C., Kinshew Wharves, aged 72 years.
On July 2nd, at 22, Nanking Road, of heart failure, A. W. MATLAND, aged 60 years.

HONGKONG OFFICE: 10A, DE VOUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 7TH, 1906

It can hardly be said that the position taken up by the Senate in the United States with regard to the Panama Canal has been persistently marked by either patriotism or common sense. Its last decision to uphold the building of the Canal with great locks in preference to a level waterway from ocean to ocean, opposed as it is to the evidence of the majority of the experts to whom the affair was referred by the Government, is tinged with neither. The Senate's attitude with regard to this important question, of deep interest as it is to the sea-borne trade of China, may perhaps be best described as skittish. Of course the *raison d'être* of the Senate is to act as a check against both PRESIDENT and Chamber; and if this were its only business, and the wider interests of the country at large were matters of a merely secondary importance, it has fulfilled this purpose most effectively. Palpably it is not for us to nail at the internal economy of affairs in the States; to the country itself the account must be rendered; but as in this little affair of the Canal our sea-borne commerce will eventually be deeply interested, we may be allowed a little space on the great commercial platform of the world to utter a few words.

It is quite true that in this enormous engineering undertaking, the greatest that the world has yet seen, we have to provide none of the preliminary capital; that is kindly undertaken by the Great Republic. But this being the case, it is equally true that a very considerable part of the revenue will, as a matter of fact, be provided by the China trade. Some folk are indeed sanguine enough to believe that the China trade will be the biggest factor in the income. We have lived to see the wonderful effect on the commerce of the world brought about by the opening of the Suez Canal, which, it is no exaggeration to say, has profoundly modified Eastern Asia. The conditions point to the opening of the Panama Canal having, if possible, a yet more profound effect. The reign of vantage hitherto occupied by the western coast of Europe will then be shifted to the Atlantic and Gulf ports of the United States, and Charleston, Mobile, New Orleans, and Galveston, names up to this scarcely whispered in China, will gradually creep into prominence. New possibilities will bring forth new industries, and he would be a sage prophet who could foretell a tide of the eventual possibilities. Now while the trade of China is gradually preparing itself for such another revolution as that followed the opening of the Egyptian "Ditch", it can scarcely be alleged that anxiety for the permanency of the new Canal is out of place, or that we are overstepping the limits of reasonable criticism in alluding to it.

In many respects there is a marked difference in the conditions under which the two works will be undertaken. Practically the Suez Canal lay through ground so level, and soil so easily removable, that the engineering problems to be faced were removed to a minimum, and scarcely extended beyond the cheapest, and most expeditious manner of removing the sand, of which the great desert of Sinai was known to be composed. Climate was a negligible quantity, and the district was practically outside the limits of natural convulsions of any sort. In every one of these particulars the Isthmus of Panama is exactly the reverse. Mountains of several hundred feet in height have to be pierced, and the rock is hard crystalline slate and quartzites. At Suez but a few inches of rain fall in ordinary years, and floods are a thing unknown. The Isthmus of Panama is one of the rainiest spots in Central America and the place is notorious for sudden tropical downpours which carry destruction in their train; and the floods of the Chagres River form one of the most difficult of engineering problems in the world. The material to be excavated is throughout the hardest of rock, and, as it to accustom the difficulties of the task, the tropical climate is one of the worst on earth and fevers are both severe and dangerous: so much so that in building the railway which occupies practically the site of the Canal, it was estimated that every sleeper cost a life. These are some of the special difficulties which have doubtless induced the Senate to come to its decision to save life and expense as far as possible in the construction of the new waterway of the world.

But long though the category of difficulties detailed above is, it does not state the greatest difficulty of all, and that is the liability of the land to destructive earthquakes. The whole of the mountain chain of the Rockies is liable to earth-shakings, and some of the most destructive on record have occurred during the four centuries in which alone it has been known to science. So common are earth movements that the miner in the mountains west of San Francisco firmly believes that the earth is alive, and that the whole range is bodily sinking. This line of perpetual trepidation is continued through Central America to the Cordillera, and it may be said that in the neighbouring provinces of Ecuador is their most marked focus. But the other day we alluded to the series of earthquakes consequent on the disturbance at Esmeralda on the 31st January last, and which culminated in the disaster at San Francisco. Earth movements as a matter of fact are a normal feature in these Central American States, and no permanent work can be undertaken without taking this fact into account. According to the lock project it is proposed to impound an enormous body of water in a level reach some 75 feet over sea level, and to confine this at both ends between the largest locks the world has as yet seen. This work has to be undertaken in no spirit of boasting, but because the size of ships has been annually increasing at a ratio which as yet exhibits no symptoms of abating. It is easy to imagine what the results of the disturbance due to even an

ordinary earthquake would be; such a disaster as that at Esmeralda or San Francisco would entail not only the complete destruction of the Canal but of thousands of lives, and millions, perhaps hundred of millions, of property. One of these earth-shakings occurred within less than three hundred miles; both happened on the same line of weakness within which Panama is situated, and both within the last six months; the prospects of earth-quakings are thus by no means remote; and a severe shake would certainly in the case of an elevated canal take years to repair, even if it did not eventuate in blocking the passage for all time. No such result could, of course, possibly happen in the case of a canal on the sea level, as the water would not have the additional force of gravity behind it. We can imagine the loss that would be entailed on the commerce of the world by the stoppage for a few weeks of the Suez Canal, but this is nothing in comparison with the untold and untellable loss which would follow the bursting of the other. This is our reason for attempting to interfere in a matter in which it is true we have no immediate concern, but which all the more affects our future prospects.

The *Call* says that the number of betrothals and marriages at San Francisco during April outnumbered any previous month's record.

It is announced from La Haye, says *L'Echo de Chine*, that the Second Chamber approved of the Saigon-Bonifacian agreement.

Singapore's new Colonial Secretary, Captain Arthur H. Young, from Cyprus, arrived by the *Bayern* on June 28th, and began his duties next day.

The steamer *Dott*, which according to our telegram yesterday morning had collided with the Russian gunboat *Mandjur* in the squall, had just come out of dock.

A terrible series of discoveries have been made at Oaks, where a rickshaw man and his wife are in custody on charges of baby-farming. It is alleged that a hundred children have been murdered by these monsters.

Trouble has been caused at the Shanghai Swimming-Bath by some who object to be made targets for polo-ball practice. It seems that one gentleman had his "features blazed" by a vicious throw.

Two Parsee gentlemen of Shanghai have petitioned the Supreme Court there to prevent the majority of Parsees using trust property (for cemetery and religious purposes) as premises for a social club.

Recently the Singapore police arrested half-a-dozen Indian professional beggars. Most of them had considerable sums of money in their possession; one man was found to have the large sum of \$18 in gold and \$40 in notes.

Plague has broken out in the poor quarters in the city of Takow, Formosa, and cases are continually being reported. The Formosan Ladies' Charitable Society has decided to burn down all the houses, 216 in number, in the infected quarter, and build 200 new houses which will be rented to the poor.

Dr. William Allan, late surgeon of the *Empress of Japan*, who has recently left the ship, was the recipient of a testimonial from the captain, officers and crew of the vessel at Vancouver on the 7th inst. The presentation, which consisted of a purse of gold, was made by Captain Pybus.

Police witnesses should really try to be more exact. An American gentleman from Shanghai, in trouble at Singapore, mentioned that he was the Resident of the North Saddle Islands, the Saddles being in the mouth of the Whampu. A police inspector turned this into a claim that he was King of the Sandwich Islands.

The numerous exaggerations about the "old" guns bought by H.E. Chang Chih-tung to "make a show with" at the manoeuvres have at last been authoritatively quashed. It appears that, unable to have the most modern guns delivered in time, H.E. purchased some serviceable weapons from Japan, which are exactly the same as those now used in the Japanese army.

The Water Police seized three Maner rifles on board the ss. *Hongkong Maru* when she arrived in port yesterday morning. The arms were found among a passenger's luggage in a separate package, but as this passenger disclaimed them, and could not account for the rifles being found among his goods, they were confiscated. No arrest was made.

At Kiukiang the dragon festival brought the usual boat races. The onlookers cheered the winning crews enthusiastically, while the losers were received with good-natured chaff. The crew of one of the losing boats seemed to take offence with the criticism exercised on his efforts and a hand-to-hand fight ensued, during which according to the *Hawke News*, four men were killed.

Not often does a debtor betray such anxiety to discharge his obligations as did a defendant at the Supreme Court yesterday. On his name being called he got as near as he could to the Presiding Judge and, holding some notes in his hand, asked if he would have to pay now. His Honour introduced some regularity into the proceedings and the man had the apparent satisfaction of making the payment he had delayed so long.

The work of laying a cable between Bonin and Hachijo Island, connecting the proposed Japan-America cable, is expected to be completed this month. The cable, entering Tokyo Bay, will land near Kawasaki and reach the main telegraph office in Tokyo direct. The necessary apparatus has been installed at that office and several telegraphists are now being trained. As all arrangements are effected in Tokyo the cable will be opened immediately on its completion.

A Peking dispatch to the *Asahi* states that Liu Hsing-chung, a high official in the Peking Government, has addressed a memorial to the Throne urging that the manufacture of salt, which formed an important source of revenue in Manchuria, should be conducted by the Chinese themselves outside the district held by Japan under lease, and that salt manufactured by the Japanese in the leased district should be prohibited from being imported into the interior.

We regret to have to record the death which took place quite suddenly on July 2nd of Mr. A. W. Maitland, a resident of many years in China, and one of a family which has given several members to the Far East, where they have become prominent in business, in social life, and in sport. Mr. Maitland, who has latterly been manager of the Shanghai office of the Imperial Bank of China, had been ailing somewhat, but his condition was not regarded as serious and he was planning a holiday.

On the 28th ultimo the European overseer at Mr. Remond's mill, Junk Bay, reported to the police at Tsimshatsui that his house had been broken into and jewellery to the value of \$150 stolen. No trace of the missing jewellery could be discovered until yesterday, when a native was arrested with a watch and chain in his possession which proved to be part of the stolen property. Later, from information received, the police found the whole of the missing jewellery buried in the ground at Cheung Kwong Oi. The possessor of the watch and chain will be charged at the Police Court today.

"We have reached an impasse," said the Presiding Judge yesterday in the Summary Jurisdiction of the Supreme Court. When the name of a defendant in a certain action was called, no one responded, and inquiry elicited from that that both bore the same appellation. Then was the Judge made the remark already mentioned. A way out of the difficulty suggested itself "Which of these men does your client say owe the money?" he asked Mr. Holmes. Plaintiff then pointed to the smaller of the two men, who thereupon declared that it was the other man, his father, who owed the money. His Honor decided to hear the case at a later date, at cautioned both men to attend.

The *N.Y. Daily News* says—A visitor to Shanghai, who has been staying at the Shanghai Club, was introduced at the Shanghai Club

and had introduced at Yokohama, charged with libel, was opened and adjourned.

Public Prosecutor Miiki, as reported in the *Japan Herald*, stated the indictment, which was to the effect that the accused, who was the editor and publisher of the *Boeki Shinbun*, had published in his paper, between the dates of the 8th and 10th of the current month, a series of articles under the caption of "The Crime of the Yokohama Electric Wire Co.". In these articles a defamatory statement was made against the company and Mr. Onishi Masao, director of the company, and others, it being alleged that the company had executed orders placed with them during the recent war by a Russian firm at Nagasaki for a certain quantity of electric wire, which was contraband of war, and that Mr. Onishi had appropriated for his private purposes the commission on the transaction amounting to Y5,000, with other statements calculated to injure the credit of the company and the directors thereof.

To the questions of the Court, the accused stated that he had assumed the editorship of the paper since December last, and admitted that he had published the articles alluded to by the Public Prosecutor in his paper between the dates stated. The accused, however, stated that he had conducted a thorough investigation into the matter, such as was demanded by the gravity of the charge, and was fully convinced that the statement was quite correct. He was therefore prompted to give the matter publicity by a sense of public duty.

CHARGE OF ALLEGED LIBEL.

TELEGRAMS.

[DAILY PRESS" EXCLUSIVE SERVICE.]

THE HENLEY REGATTA.

BELGIAN CREW VICTORIOUS.

LONDON, July 6th.

The Belgian crew won the Grand Challenge Cup at the Henley Regatta.

CHINESE FOR THE RAND.

IMPORTATION TO CEASE.

LONDON, July 6th.

Mr. Winston Churchill has announced an amended Chinese proclamation.

The importation of coolies to South Africa is to cease from November 30th.

REUTER'S SERVICE.]

RUSSIA.

LONDON, July 4th.

Three Rifle battalions at Askabad have mutinied, demanding the removal of the officers and non-commissioned officers, and the appointment of new officers from the ranks.

The Government's land proposals are scouted by all parties.

THE EDUCATION BILL.

LONDON, July 4th.

Mr. Birrell has moved an amendment to the Education Bill, omitting part 2, namely, the clauses, from 14 to 24, which deal with endowments.

THE MEAT PACKING SCANDAL.

LONDON, July 4th.

The American Secretary of Agriculture declares that the Government will now provide adequate means to inspect meat from the pasture to the packing. A Federal stamp upon the tin will guarantee that a healthy animal has been converted into food amid sanitary surroundings.

A number of robberies have taken place over the border in Chinese territory. It is thought that the scarcity of food inland, owing to the early part of the year.

The peanut crop looks very promising on the whole, as also the sugar cane.

It will be remembered that the Government about a year ago introduced a scheme for the preservation of the forestry of the New Territory. Only a few people took out licenses, but now that the scheme has become systematised better results are being obtained. Licenses are granted to villagers to cultivate trees which are not to be cut down until they reach a certain stage of maturity, and then if cut down others to be planted in their place. These licences do not, of course, allow the inhabitants to cut down wild trees or the natural hill products.

The railway embankment near Tsin-hai has been made and these will have to be repaired. Until the embankment has a growth of grass, these incidents will likely continue.

THE STERLING MAN AND THE DOLLAR.

INDIAN POLICE DISSATISFIED.

Events which are alleged to have occurred at the Central Police Station yesterday indicate that the agitation among these Government servants who are paid on a sterling basis has spread to the Indian police. Throughout the service great dissatisfaction prevails, but appears to be more pronounced in the police than other branches. We understand that the Indian police waited on the Captain Superintendent and laid their case before him, and it is said they were persuaded to return to duty with difficulty. We further learn that the C.S.P. sentenced one man to seven days' imprisonment for insubordination, and that other cases are pending.

THE COMMISSION.

UNOFFICIAL EVIDENCE INVITED.

That the Government Commission inquiring into the operation of the Public Health and Building Ordinance and the question of irregularities on the part of officials is serious in the work it has undertaken has never been gainsaid, and, though unexpected, the advertisement which appears elsewhere inviting the co-operation of the inhabitants amply bears out this view.

There was never any doubt but that the Commission would be able to make a searching inquiry, to be followed by a deeply interesting report, but the greater evidence coming from outside sources will undoubtedly add to the value of its deliberations. The promised protection of witnesses should remove any reluctance on the part of those in a position to testify.

SAN FRANCISCO DEBRIS.

The insurance adjusters have signed an agreement by which policy-holders will be permitted to remove the debris from their lots without invalidating their policies. This is one of the most important steps thus far taken toward the reconstruction of the city.

Fish will pay a higher rate of duty, but fish gathered by Japanese vessels will be admitted free. This will prevent American shipcarrying

freighters from making a profit.

While raw and ginned cotton remain on the fresh list, there is a general advance on cotton yarns and cotton goods of every nature, but as cottons of almost every kind are specified in the conventional tariff this part of the law will not affect until after 1910.

Locomotive engines and electric motors, of which the imports from the United States exceed \$500,000 annually, are to pay 15 per cent. Boilers meet with the same advance.

POLICE COURT.

Friday, July 6th.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

GAMBLING IN A BANK.

Fourteen natives, employees of the Chartered Bank and others, were summoned by Sergeant Watt for playing pakan on the bank premises on Thursday night.

Mr. A. Holborow (of Messrs. Denton, Looker and Denton), who appeared for the defendants, pleaded not guilty, contending that the game of pakan could not be played with European cards.

His Worship, after hearing the witness, said the evidence adduced by the police seemed consistent and he found that defendants were gambling.

Mr. Holborow: Some of the men had no money, your Worship.

His Worship: They may have been unfortunate and lost it. The first defendant, the keeper of the game, is fined \$25 or one month's imprisonment, and the rest of the defendants are each fined \$1.

THE LEIGHTON HILL OUTRAGE.

In connection with the assault on Mrs. Aoki at her residence, Leighton Hill, recently, Inspector Gourlay this morning asked permission to withdraw the charge against the first man arrested, and that the second be remanded in police custody for 24 hours in order that he might be taken to the Hospital to give Mrs. Aoki an opportunity of identifying him.

The application was granted.

CAUGHT AT LAST.

In October last year a thief and a hawker who were joking in Des Vaux Road came to blows, and in the fight which ensued the hawker, who was armed with a knife, struck the thief across the forehead, inflicting a wound two inches long. He then made his escape, but was discovered by the police yesterday, and his information was arrested by Inspector Gourlay and charged with assault with intent to cause grievous bodily harm.

On the evidence his Worship held the charge proved, and sentenced the defendant to two months' hard labour and six hours' stocks.

BEFORE MR. E. A. HAZELAND (SIXTH POLICE MAGISTRATE).

INSULTING PEAK CHAIR COPIES.

Mr. Harston examined a chair which he used for insulting language and behaving in a rude manner towards him.

The doctor said he engaged the chair which defendant was one of the buyers, and kept it just under the house. He handed the chair—40 cents in payment, which was more than the legal fare, and the defendant forthwith used abusive language.

His Worship imposed a fine of \$1, the amount being fourteen days' imprisonment.

PRACTICE MUST BE STOPPED.

His Worship then had the chair condemned called before him, and informed the defendant that he was quite satisfied the Peak chair copies made an habitual practice of using abusive language. The emperors should see that such practice was stopped, and his Worship told him to inform the copies that in the next case of the kind which came before him the defendant would be placed in the stocks.

A DEN OF THIEVES.

On Thursday Constable Watkin was despatched to execute an opium warrant at No. 29, Centre Street. On searching the premises he discovered a quantity of illicit opium and arrested twenty women. His search of the house aroused further suspicion, so he communicated with Inspector Collett at No. 7 Police Station, and as a result Sergeant Gordon was sent to the house. A full search was then instituted, and evidence was secured which proved the place to be a den of thieves. Not only was a considerable amount of property found which the men arrested could not account for, but a large stock of burglar's implements such as "jimmies," scales, ton keys, etc., also nine fighting irons and pawn tickets issued by shops in Hongkong and Canton. Among the pawn tickets was one for a gold ring, and the master of the shop at which it was issued when called recognised one of the prisoners as the man who had pawned the ring.

The two men arrested, Yeung Tin and Yeung Shoung, were charged on several counts, and after hearing the evidence his Worship found the defendants guilty.

The first was fined \$1 for being in possession of illicit opium, \$50 or one month's imprisonment for being in unlawful possession of a quantity of goods \$50 or one month and six hours' stocks for having burglar's tools in his possession; and \$25 or fourteen days on a second charge of being in unlawful possession.

The second defendant for having illicit opium in his possession was fined \$5 for being in unlawful possession of goods \$50 or one month; and \$50 or a month and six hours' stocks for being possessed of burglar's tools. The sentences of both defendants to be consecutive.

Since this seizure the police have been watching the house to learn what parties are connected with it, and several have been detained pending inquiries.

DEER IN HONGKONG HARBOUR.

Hongkong must be getting famous for its misplaced fauna. The other day a 300 lb. deer was found in the street. Another curious find was made in the harbour yesterday by one of the Kowloon Wharf and Godown Company's cargo boatmen. When between Stonecutters' and the mainland a deer was observed swimming in the water. On pulling it aboard the crewman of the cargo boat discovered that a hind leg was broken, and that it bore signs of having been worried by a dog. The animal was killed.

CANTON.

[FROM OUR CORRESPONDENT.]

INDEPENDENCE DAY.

This Americans here did not neglect the "Glorious Fourth". Consul-General Lay was at home, and the officers of the *Wilmette* received numerous guests aboard their fine ship. Sports were held in the afternoon, and with the absence of rain a very fine day was spent.

QUEE CUTTING FORBIDDEN.

Viceroy Shan has received a despatch from the military bureau in Peking instructing him to discourage any further quee cutting. Instructions have accordingly been issued to the superintendents of the different military colleges.

DIRECTOR'S FEES.

A mass meeting of shareholders is to take place to-morrow at the old Governor's yamen. It is rumoured that the salary of the president will be Tls 4,000 a month and of the vice-president Tls. 3,000 a month. This is nice for them, but it is also rumoured that the shareholders will not agree to such emoluments being paid out before the concern is running.

PERSON REFORM.

The Prefect of Canton has given orders for a very necessary prison reform, intended to protect first offenders from the evil influence of the law.

THE ZINC SEIZURE.

It will be remembered that some time ago the monopolist for lead and spelter illegally seized a certain number of zinc sheets sold to a Chinese firm by a British merchant. Thanks to the energetic action of Consul-General Mansfield and the impartiality of Wen Taofai the owner of the shop has now been released. The Chinese Waymen who was deputed to investigate the case did not give satisfaction, as he was apparently partial to the monopolist. The owner of the shop being released, it may be surmised that the zinc sheets will likewise be restored to the proprietor. The monopolist's firm only covering lead and spelter.

COTTON AT BOMBAY.

BRITISH SHIPPING TO JAPAN.

AN EASY FIRST.

One of those coloured diagrams with which the Japanese so skilfully illustrate their statistics appears in the Monthly Report of the Yokohama (Japanese) Chamber of Commerce. It shows in a startling manner the fluctuation of foreign and native tonnage employed in the last five years. In 1901 British ships were delivering about 105 million yen worth of goods, while Japanese bottoms delivered about fifteen million less. German ships carried thirty-five millions. The value of goods taken away was respectively eighty, forty-two, and forty-four millions. In 1903 British imported nearly 138 millions, while Japanese bottoms delivered 110 millions. Exports were, British ninety millions and Japanese 117 millions. German figures were about the same as in 1901. In 1904, naturally, the Japanese tonnage dropped to insignificance. This has been the principal problem of talk at present in the city. Whether one goes the question is put: "What do you think of the recent fires? Are they not unusual?" Fancy fire on the Cotton Green in maday after two large explosions causing a loss of 218 lbs of *rapese* straw, it seems to all "spontaneous combustion" as is alleged. Can it not be deliberate incendiarism? The questions are perfectly natural. Gravesupcisions have been aroused that these were fires in quick succession could be spontaneous. As a matter of fact a flat pressed bale is very hard to catch fire and the heat in Bombay has not been of that farmaceous character to kindle it by itself. Test the matter thoroughly, let the Hindoo Fire Insurance Association make a "public" test. Let a square of 21 bales, four horizontally and six vertically formed in an open place and let it be kindled by torches and "what time" it takes to burn them and bring about a conflagration. This is the best and most independent test to make in "coram populo". We are great sceptics in the point and should think that it would take more than thirty minutes to create a conflagration. The theory is started that a large number of bales contain a great deal of "watered" cotton, the fraud of molusti dealers to get weight. That it is owing to this circumstance that the hydrogen gas has been active in kindling the cotton. There may be something in it, but we disbelieve that the large number of bales, either on the Green or in the warehouse, were of this character; and even if they were it is difficult to imagine a wholesale configuration in a few minutes. It is not possible. It is in our opinion more or less the work of incendiaries. An independent police investigation which shall be above all suspicion is essential. The following notice has been issued by the Bombay Fire Insurance Association: "The defective and intermittent water-supply and the inadequacy of the fire defences in Bombay have been brought so prominently into notice of late that the committee have decided that an addition of 3% per cent. is to be charged on all tariff rates for risks situated in the Island of Bombay with the following exceptions:—All risks rated under the Cotton Mill Godown Tariffs, 2, Dry Works, 3, Silk Mills and Godowns in receipt of not less than 5 per cent. for Fire-Extinguishing Appliances, 4, Prince's and Victoria Dock, 5, Risks ratable under the Flax Mills Tariff in receipt of not less than 5 per cent. for Fire-Extinguishing Appliances, 6, Risks ratable under the Petroleum Tariff, Configuration Districts Nos. 1, 2 and 3 as defined in Circular G, No. 34 of 1906. This increase applies to renewals as well as new policies and is in force from date hereof."

VICE-PRESIDENTS COMPETITION.

1ST ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

2ND ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

3RD ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

4TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

5TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

6TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

7TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

8TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

9TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

10TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

11TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

12TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

13TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

14TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M. Deas
A. Nicholson G. K. Paxton
A. Kinross A. A. Milroy
R. Lapsley J. Tully
D. McIlroy Wm. Russell
Wm. Hutchison A. Nicholson

15TH ROUND.

D. Gow W. M. Deas
A. R. Ramsay T. Wright
T. Skinner W. J. Crawford
J. M. Henderson J. M. Murdoch
G. R. Edwards G. R. Edwards
A. Ramsay J. C. Gow
T. W. Robertson W. J. Crawford
R. Whyte J. Neave
G. Smith T. Wright
F. H. Dixon Dr. Swain
T. Skinner R. F. Hume
D. McIntyre R. Hunter
R. H. Baxter W. M

THE HONGKONG DAILY PRESS, SATURDAY, JULY 7TH, 1906.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash.

NEW ADVERTISEMENTS



THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 13-3, as now carried out is satisfactory, and if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint which they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person so named as a witness in the enquiry aforesaid who, in the opinion of the Commissioners, makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter relating which he has deposed.

By Order,

W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 7th July, 1906. [1381]

NOTICE TO MARINERS.

No. 26a (Special).

KIUNGCHOW DISTRICT.

HAIKAN STRAITS.

CAPE CAMI LIGHTHOUSE: INTENDED CHANGE IN COLOUR OF TOWER.

NOTICE IS HEREBY GIVEN that on or about the 1st August, the Colour of the CAPE CAMI LIGHT TOWER will be changed from White to WHITE with one BLACK Horizontal Band.

T. J. ELDIDGE,

Acting Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 2nd July, 1906. [1382]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, On TUESDAY,

the 24th July, at 12 o'clock NOON,
The Hulk "MEEANIE," late "Sczaw," 3rd
Rate, 3,842 tons.

(Lately used by War Department as a Hospital Ship).

CONDITIONS OF SALE.

The Hulk will be sold as she now lies in Hongkong Harbour with all fittings, etc., and about 150 tons of IRON BALLAST on board, with the exception of the following which will not be sold, viz.—

HAIN CABLES.

Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.

The vessel will be open to inspection for seven days before date of sale, between 10 A.M. and NOON, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).

Inspectors Orders can be obtained from the Auctioneers.

TERMS.—Cash before delivery: 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected with 5 per cent. days after date of sale.

HUGHES & HOUGH.

Auctioneers to the Government.

Hongkong, 7th July, 1906. [1383]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG & SINGAPORE.

THE HAL Steamship

"SPFZIA."

Captain Malchow, having arrived from the above Ports, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded, unless notice to the contrary be given before To-DAY.

Any cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at Consignee's risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th July will be subject to rent.

All broken, glazed, and damaged Goods are to be left in the Godows, where they will be examined on the 12th July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office, 6th July, 1906. [1384]

JAVA-CHINA-JAPAN LIJN.

FROM YOKOHAMA, KOBE AND MOJI.

THE J.C.J. L. Steamship

"TJIMAH."

Captain Brouwer, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th July will be subject to rent.

All claims must be presented in before the 13th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

The steamer will be despatched for Batavia, Cheribon, Samarang, Sourabaya and Macassar on the 9th July.

Head Agency of the JAVA-CHINA-JAPAN LIJN,
York Buildings, 1st Floor, Hongkong, 6th July, 1906. [1385]

NOTICES OF FIRMS

NOTICE.

WE have This Day Authorized Mr. LORENZO BORELLO to Sign our Firm For Procurement.

V. P. MUSSO & Co.,
Hongkong, 1st July, 1906. [1360]

NOTICE.

WE have This Day authorized Mr. HANS A. SIEBS to Sign our Firm for Procurement.

SIEMSEN & CO.,
Hongkong, 1st July, 1906. [1361]

NOTICE.

THE interest and responsibility of Mr. VICTOR H. DEACON in our Firm ceased on the 31st December last.

DEACON, LOAKER & DEACON,
Hongkong, 2nd July, 1906. [1362]

NOTICE OF DISSOLUTION OF PARTNERSHIP.

IN the year 11 of the Siamese Era, corresponding to the year 1894, the Firm of HONG LEE entered into a Partnership with the CHOP GUAN YOUNG and others for the purpose of establishing the Hongkong Firm of KIM HONG YOUNG.

On the 1st day of July, 1906, the share and interest of the Firm of HONG LEE in the said Hongkong Firm of KIM HONG YOUNG was sold and transferred to CHOP GUAN YOUNG, and the latter having admitted HUAR HENG THYE as a Partner in the business of KIM HONG YOUNG now CHANGED into KIM JHONG YOUNG THAI KEE.

NOTICE IS HEREBY GIVEN to all whom it may concern that the Firm of HONG LEE is no longer a partner in the said Hongkong Firm of KIM HONG YOUNG or "KIM HONG YEE THAI KEE" TILLEKE & GIBBINS, solicitors to NAI NIEU, Owner of Ichop Hong Lee, Bangkok, 11th day of June, 1906. [1288]

INTIMATIONS.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of LABOUR and JUNKS in connection with the Coaling of H.M. SHIPS, etc., at Hongkong for period of 12 months from the 1st August, 1906.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 18th July, 1906.

Hongkong, 2nd July, 1906. [1344]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road Central, Victoria, Hongkong, on SATURDAY, the 14th day of July, 1906, at 12 o'clock NOON, for the purpose of passing the following Resolutions pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 291 and 292 of the Companies' Ordinance 1905 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such of any modification as they may think expedient.

Should the above Resolutions be passed by the requisite majority they will be submitted for special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated 2nd July, 1906.

JOHN D. HUMPHREYS & SON,
General Managers.

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 17.

CAPE CAMI LIGHTHOUSE: CHANGE IN COLOUR OF TOWER.

NOTICE IS HEREBY GIVEN that on the 1st August, the Colour of CAPE CAMI LIGHT TOWER will be changed from White to WHITE with one BLACK Horizontal Band.

J. S. ENRIGHT,
Acting Harbour Master.

Approved—

CHAS. KLIENE,
Assistant-in-Charge.

Custom House.

Kiungchow, 28th June, 1906. [1353]

GIVE ME YOUR ADDRESS.

I can tell you, free of charge, how to make a Fortune; send a Postcard to Mr. GUYOT-GENTSIS, 39, Rue Faubourg St. Martin, Paris, France.

1101

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

Apply by letter to B. R.

Care of Office of this Paper.

Hongkong, 16th August, 1905. [1074]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK STALL; Mr. H. PUTTONLEE'S KOWLOON STORE, No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL, Hongkong, 22nd December, 1905.

1101

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag—W.

J. W. KEW,
Manager.

Hotel Mansions, 3rd Floor.

Hongkong, 8th August, 1905. [1243]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction.

TO-DAY (SATURDAY),

the 7th July, 1906, at 2.30 p.m. at his SALES ROOMS, Queen's Road.

LADIES' DRESS MATERIALS, BLouses, LINING, LACE COLLARS, FLANNELS, RIBBONS and SILKS, LADIES' and CHILDREN'S SHOES, &c., &c., &c.

TERMS OF SALE.—An Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 6th July, 1906. [1378]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

M. GEORGE P. LAMMERT, Auctioneer.

has received instructions to sell by Public Auction.

ON WEDNESDAY,

the 11th July, 1906, at 3 P.M., at his SALES ROOMS, Dundas Street, the following

VALUABLE LEASEHOLD PROPERTY,

consisting of—

All those two equal undivided fourth parts or shares of and in all that piece or parcels of ground, situated at Yammati in the Dependency of Kowloon in the Colony of Hongkong, registered in the Land Office as Section 5 of Kowloon Island Lot No. 1011, together with the Messuage or tenement and other erections and buildings thereon known as No. 1, KEN NELLY STREET, Mong Kok. And also a Mortgaged Lot dated 21st October, 1901, on the remaining undivided moiety of the said Section 5 of Kowloon Island Lot No. 1011, for the repayment of the sum of \$2,749 and interest thereon at the rate of 5 per cent. per annum. The premises and land for the term of 7 years created thereby in a Crown Lease dated the 24th day of July, 1906, by the said Kowloon Island Lot No. 1011, subject to the payment of the annual Crown Rent of \$7, being a proportion of the rent so far as it relates to the premises and land for the term of 7 years created thereby in a Crown Lease dated the 24th day of July, 1906, by the said Kowloon Island Lot No. 1011, subject to the payment of the annual Crown Rent of \$7, being a proportion of the rent so far as it relates to the premises and land for the term of 7 years created thereby in a Crown Lease dated the 24th day of July, 19

SHIPPING

ARRIVALS.
AMERICA, German str., 5,239, Wittenberg, 6th July. Moji 30th June. Coal—Hamburg-Amerika Line.
HAIFUEN, British str., 436, A. J. Robson, 6th July—Swatow 5th July. General—Douglas Lippincott & Co.
HOKKO, Man., Japanese str., 3,449, E. Bent, 6th July—San Francisco 5th June. General, Tosa Kisan Krish.
HEMING, British str., 1,270, Wm. B. Brown, 6th July—Ticino 29th June and Chefoo 30th. General—Butterfield & Swire.
JOHANNES, German str., 952, Ipland, 6th July—Hamburg 3rd July and Hoboken 5th. Ries, Pijnen & General, Jansen & Co.
KANTO MARU, Japanese str., 1,641, K. Hashimoto, 6th July from Moji, Coal—Nippon Yuden Kisen.
KANGSUNG, Chinese str., 1,222, J. Barnes, 6th July—Chinkiang 29th June. General—Chinese.
KEWELL, British steamer, 6th July, from Canton.
LIEDEKON, German steamer, 6th July, from C. ton.
KURIA, British str., 3,841, F. J. Fox, 5th July—London 26th May. General, P. & O. S. N. Co.
SPECIA, German str., 1,145, Meldrum, 6th July—Peking and Singapore 30th June. General—Hamburg-Amerika Line.
TAIGOU, Man., Japanese str., 3,216, T. Ono, 6th July—Kuching 1st July. Coal—Mitsui Busai Kaiho.
TAMING, British str., 1,250, A. W. Outenbridge, 6th July—Macau 10th July. General—Butterfield & Swire.
TEMAH, Dutch str., 2,175, N. Brouwers, 6th July—Amoy 5th July. General—Java-China Japan Line.

CLEARANCES,
AT THE HARBOUR MASTER'S OFFICE
July 6th.

British str., for Canton.
Kangyung, Chinese str., for Canton.
Rohu, British str., for Shanghai.
Penang, British str., for Singapore.
Quinta German str., for Saigon.
Skod, Norwegian str., for Hongkong.

DEPARTURES.

July 6th.
CANTON MARU, Jap. 5000, for Yokohama.
FOL, Norwegian str., for Hongkong.
HELLENE, German str., for Holloway.
KRETSCHMER, French str., for Batavia.
LAISANG, British str., for Calcutta.
MANCHUAN, Amer. str., for San Francisco.
POSSANUL, German str., for Bangkok.
SONGKANG, British str., for Holla.
TJELIWONG, Dutch str., for Yokohama.
VITTORA, British str., for Saigon.
VOHOM, British str., for Canton.
YUENSAWAN, British str., for Manila.

SHIPPING REPORTS.
The Japanese str. *Kangyung* reports. Strong head sea during the voyage.
The British str. *Holmea* reports. Fresh S.W. monsoon and high S.W. swell, cloudy, showery.
The British str. *Harden* reports. Fresh to strong S.S.W. winds, strong current setting N.E.

VECTERS IN DOCK.

JULY 6TH.
BRENDEN DOCKS.—
EASTLAWN DOCKS—*Alta, Magallanes, Hercules, Mondego, U.S.A.T. Ingalls, H.M.S. Cedars, Consolata* Dock—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHEW,
THE Company's Steamship

"HANUM." Captain A. J. Robson will be despatched for the above Ports TO-MORROW, the 8th inst., at 10 A.M.
For Freight or Passage, apply to

DOUGLAS LIPPIK & CO., General Managers.
Hongkong, 5th July, 1906. [1373]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"ABMAND BEHIC." Captain Barillon, will be despatched for the above Ports on or about MONDAY, 9th inst.
For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.
Hongkong, 3rd July, 1906. [1373]

"GLEN" LINE OF STEAMERS

FOR HAMBURG ANTWERP AND LONDON.

THE Steamship
"GLENLOCHY." Captain E. J. Stalder, will be despatched as above on or about the 8th inst.
For Freight, apply to

MCGREGOR BROS. & GOW.
Hongkong, 6th July, 1906. [1373]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR." Captain W. D. A. Thomas, will be despatched for the above Ports on WEDNESDAY, the 11th inst., at Noon.
For Freight or Passage, apply to

DAVID SASOON & CO., LTD., Agents.
Hongkong, 5th July, 1906. [1375]

NIPPON YUSEN KAISHA,
HONGKONG-SWATOW-BANGKOK LINE.
FOR BANGKOK VIA SWATOW.

THE Chartered Steamship
"KANJU MARU" will be despatched as above on or about TUESDAY, the 10th inst., at Noon.
To be followed by the Chartered Steamship
"PROMETHEUS."

Captain Cornelissen, will be despatched as above on or about TUESDAY, 17th inst., at Noon.
For Freight or Passage, apply to

NIPPON YUSEN KAISHA.
Prince's Building.
Hongkong, 4th July, 1906. [1366]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & REG.	DEPTH
LONDON & ANTWERP	GLENESK	Brit. str.	—
LONDON, &c., VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, &c.	PROMETHEUS	Brit. str.	12 m.
LONDON, AMSTERDAM & ANTWERP	OBESTRS	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.
MARSEILLES, &c., VIA PORTS OF CALL	TOURANE	Franstr.	—
BREMEN, VIA PORTS OF CALL	ROON	Ger. str.	—
HAMBURG, ANTWERP & LONDON	GLENLICHY	Brit. str.	k. w.
HAYRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k. w.
HAYRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k. w.
SPEZIA	ALCINUS	Brit. str.	1 m.
NORDKAP	DAN	Aus. str.	—
CHINA	GERMANIA	Ger. str.	k. w.
RUSSIA	TEUCHER	Brit. str.	—
SELESTRA	TYDEUS	Brit. str.	—
ESPERIA	GERERIC	Am. str.	—
ANGLO SAXON	LOWTHER CASTLE	Brit. str.	2 m.
EMPEROR OF JAPAN	MONTEAGLE	Brit. str.	1 m.
SHAWMUT	TELEMACHUS	Brit. str.	1 m.
NUMANTIA	CHINGTU	Brit. str.	1 m.
PRINS SIGISMUND	SHILOH	Brit. str.	—
EMPIRE	LYBEMON	Brit. str.	—
YURIKA	SHANGHAI	Brit. str.	—
YOKOHAMA	YOKOHAMA, MOJI & KOBE	Brit. str.	—
YOKOHAMA & SAN FRANCISCO	YOKOHAMA	Brit. str.	—
CHINESE & SWEDISH	CHINESE & SWEDISH	Brit. str.	—
SHANGHAI, KOBE & YOKOHAMA	CHINESE & SWEDISH	Brit. str.	—
YOKOHAMA, AMOY & FOOCHEW	CHINESE & SWEDISH	Brit. str.	—
YOKOHAMA	CHINESE & SWEDISH	Brit. str.	—
SHANGHAI	CHINESE & SWEDISH	Brit. str.	—
SHANGHAI, YOKOHAMA & KOBE	CHINESE & SWEDISH	Brit. str.	—
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHINESE & SWEDISH	Brit. str.	—
TAMSUI VIA SWATOW & AMOY	MAZAN MARU	Jap. str.	—
TAMSUI VIA SWATOW & AMOY	MAZOURU MARU	Jap. str.	—
ANPING VIA SWATOW & AMOY	HAIFUEN	Brit. str.	2 h.
SWATOW, AMOY & FOOCHEW	FRITHJOF	Brit. str.	1 m.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	—
MANILA	RUMI	Brit. str.	1 m.
MANILA	TAMING	Brit. str.	—
MANILA	LOONSANG	Brit. str.	—
MANILA	ZAFIRO	Brit. str.	—
BANGKOK VIA SWATOW	KANU MARU	Jap. str.	—
SINGAPORE & CALCUTTA	AMBRIA	Brit. str.	k. w.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—
BONJAYA VIA SINGAPORE & PENANG	NANSANG	Ital. str.	—
JAVA TARTS.	ISCHIA	Ital. str.	—
JUMLAH	TIJUMLAH	Ital. str.	—

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR SAILING DATE.

RUBI.....	2540	R. Almond.....	Manila.	On 7th July, NOON.
ZAFIRO.....	2540	R. Rodger.....	Manila.	On 1st July, NOON.

For Freight or Passage apply to

SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 25th June, 1906. [15]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR SAILING DATE.

SHAWMUT.....	2540	E. V. Roberts.....	Manila.	On 27th July.
TREMONT.....	9,606	T. W. Garlick.....	Manila.	On 22nd August.

For Freight or Passage apply to

HAMBURG-AMERIKA LINIE.

HOME LINE—OUTWARD.

STAMMERS SPEZIA SAMBIA CHINA & KOREA

TO SAIL. 9th July 18th July

HOME LINE—HOMeward.

Taking Charge at through ports to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, ORIOPO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIc PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS RHEINANIA, LOWTHER CASTLE, DODWELL & CO., LTD., AGATA, etc.

PROPOSED SAILINGS FROM HONGKONG.

TO SAIL. 10th July 25th July

HOME LINE—OUTWARD.

SHANGHAI, YOKOHAMA & KOBE

SHANGHAI, YOKOHAMA & KOBE

CHINA & KOREA & KOREA

TO SAIL. 18th July

HOME LINE—HOMeward.

SHANGHAI, YOKOHAMA & KOBE

SHANGHAI, YOKOHAMA & KOBE

CHINA & KOREA & KOREA

TO SAIL. 21st July

HOME LINE—OUTWARD.

SHANGHAI, YOKOHAMA & KOBE

SHANGHAI, YOKOHAMA & KOBE

CHINA & KOREA & KOREA

TO SAIL. 24th July

HOME LINE—HOMeward.

SHANGHAI, YOKOHAMA & KOBE

SHANGHAI, YOKOHAMA & KOBE

CHINA & KOREA & KOREA

TO SAIL. 27th July

HOME LINE—OUTWARD.

SHANGHAI, YOKOHAMA & KOBE

SHANGHAI, YOKOHAMA & KOBE

CHINA & KOREA & KOREA

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.
EUROPEAN SERVICE.
OUTWARDS

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"LAEBETES"	On 12th July.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	On 12th July.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th July.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	On 9th August.
GLASGOW and LIVERPOOL	"CHING WU"	On 9th August.
GLASGOW and LIVERPOOL		HOMEWARDS.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"TEUCER"	On 29th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSLEY"	On 31st July.
GENOA, MARSEILLES and LIVERPOOL	"ORESTES"	On 14th August.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 20th August.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 26th August.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.
Taking cargo for Liverpool at London rates.		
TRANS-PACIFIC SERVICE.		
Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO.		
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	On 4th August.
FROM TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	STEAMERS	DUE
	"TEUCER"	On 14th July.
	"TYDEUS"	On 15th August.
For Freight, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		
Hongkong, 25th June, 1906.		

CHINA NAVIGATION CO. LIMITED.

FOR
CHEFOO and NEWCHWANG
MANILA
SHANGHAI
SWATOW, WEIHAIWEI, CHEFOO, and TIENSIN
MANILA, ZAMBOANGA, PERTH
DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, CHINGTU
TOWNSVILLE, BRISBANE
TAKING CARGO ON THROUGH BILLS OF LADING TO ALL YANGTZE AND NORTHERN CHINA PORTS.
TAKING CARGO AND PASSENGERS AT THROUGH RATES FOR ALL NEW ZEALAND PORTS AND OTHER AUSTRALIAN PORTS.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th June, 1906.

[11]

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING	
* TAMNUI VIA SWATOW AND AMOY	{ "MASAN MARU"	SUNDAY, 8th July,	
* TAMNUI VIA SWATOW AND AMOY	{ "JOSHIN MARU"	at 10 A.M.	
* SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	{ "SHOSHU MARU"	SUNDAY, 15th July,	
ANPING VIA SWATOW AND AMOY	{ "MAIDZURU MARU"	TUESDAY, 10th July,	
SWATOW, AMOY AND FOOCHOW	{ "FRITHJOF"	WEDNESDAY, 11th July, at 10 A.M.	
		THURSDAY, 12th July, at NOON.	
* These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.			
* Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.			
* For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.			
Hongkong, 7th July, 1906.			

T. ARIMA, Manager.

[14]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPERESS LINE," Saving 3 to 7 days' Ocean Travel.

12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

TIME	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPERESS OF JAPAN	6,000	WEDNESDAY, 11th July
MONTEAGLE	5,500	WEDNESDAY, 18th July
EMPERESS OF CHINA	6,000	WEDNESDAY, 1st Aug.
TARTAR	4,425	WEDNESDAY, 8th Aug.
EMPERESS OF INDIA	6,000	WEDNESDAY, 22nd Aug.

To London, 1st Class, via St. Lawrence £60; via New York £62.

Intermediate on Steamers £40, " £42, " and 1st Class Rail £20, " £22, "

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only to intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

[9]

EAST ASIATIC CO., LTD., COPENHAGEN.

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIK PORTS.

S.S. "NORDKAP" ... on or about the 20th July from Hongkong.

S.S. "KINA" ... on or about the 25th Aug. from Hongkong.

S.S. "SIBIRIEN" ... on or about the 1st Sept. from Hongkong.

FOR YOKOHAMA AND KOBE.

S.S. "SIBIRIEN" ... on or about the 27th July from Hongkong.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 3rd July, 1906.

USE ONLY and USE ALWAYS

MOST REFRESHING.

Far Superior to the German Kinds.

EAU DE COLOGNE

2549

JAPAN COALS.

MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—44, LIMB STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108 HOUSE STREET

OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Suez, Manilla, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kuro, Shimoneski, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Maizuru Miike, Hakodate, Tsupob, do.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals, and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Min. and Freight Steamers.

SOLE AGENTS for the Famous Mine, Tagawa, Yamano and Ida Coal Mines; and Sole Agents for Hokoku, Hendo, Kanda, Fujinotani, Mamada, Manoura, Oubara Otaru, Saishara Teubakuro, Yoshinotani, Yoshio, Yukon, and other Coals.

S. MINAMI, Manager, Hongkong.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA."

Captain C. L. Daniel, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 14th July at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "BRITANNIA," 6,525 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Himalaya," due from Bombay on 29th August.

Freight will be received at this Office until 4 p.m. the day before sailing. The contents of packages are required. No Paid Receipts will be signed for less than \$2.50, and parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class

return

2nd Class

return

3rd Class

return

1906

WEDNESDAY

POST OFFICE NOTICES.

The Armand Bebic, with the French mail of the 8th June, left Saigon on Friday, the 6th inst., at noon, and may be expected here on or about Monday, the 9th inst., at daylight. This packet brings replies to letters despatched from Hongkong on the 5th May.

MAIL WILL CLOSE.

N.O.R.

P.R.

DATE

Swatow and Bangkok	Saturday, 7th, 11.00 A.M.
Napier and Vladivostock	Saturday, 7th, 11.00 A.M.
Macau	Saturday, 7th, 11.00 A.M.
Macao	Saturday, 7th, 11.00 A.M.
Shanghai, Yokohama and Kobe	Saturday, 7th, 2.15 P.M.
Shanghai, Moji, Kobe and Yokohama	Saturday, 7th, 3.00 P.M.
Swatow, Singapore and Bangkok	Saturday, 7th, 4.00 P.M.
Chefoo and Newchow	Saturday, 7th, 5.00 P.M.
Holloway and Pakhoi	Saturday, 7th, 5.00 P.M.
Swatow, Newy and Foshow	Sunday, 8th, 9.00 A.M.
Macau	Monday, 9th, 12.15 P.M.
Kedah, Klang and Penang	Monday, 9th, 3.00 P.M.
Penang, Gertak, Sungai, Sournaya and Tawau	Tuesday, 10th, 10.00 A.M.
Penang and Bembar	Monday, 9th, 4.00 P.M.
Europe, &c., India via Tuticorin	Tuesday, 10th, 11.00 to 1.30 A.M. Extra
Postage 10 cents)	Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Wednesday, 11th, 10.00 A.M.
Shanghai	Wednesday, 11th, 11.00 A.M.
Kedah	Wednesday, 11th, 11.00 A.M.
Yachow	Wednesday, 11th, 11.00 A.M.
Tawau	Wednesday, 11th, 11.00 A.M.
Kamakura Maru	Wednesday, 11th, 11.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.),	Registration, 9.00 A.M.
Supplementary mail on board up to the time fixed for departure of the mail.	(Extra Postage 10 cents)
Europe, &c., India via Tuticorin	Registration, 9.00 A.M.
Late Letters 11.00 to 1.30 A.M. Extra Postage 10 cents)	Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macau	Wednesday, 11th, 10.00 A.M.
Macau, Weihaiwei, Chinkoo & Tientsin	Wednesday, 11th, 10.00 A.M.
Macau, Pte. of Victoria Island, Chinkoo, Canton	Wednesday, 11th, 10.00 A.M.
Townsville, Brisbane, Sydney, Hobart Launceston, New Zealand, Melbourne	Wednesday, 11th, 10.00 A.M.
Adelaide and Perth	Wednesday, 11th, 10.00 A.M.

TO-DAY.

Sale, Sunday Goods, Sales Rooms, Mr. V. I.
Remondi, 23rd Stn.

COMMERCIAL.

CLOSING QUOTATIONS.

July 6th.

ON LONDON—	Bank Bills, on demand 211
Telegraphic Transfer 211	
Bank Bills, at 30 days' sight 211	
Bank Bills, at 4 months' sight 211	
Credits, at 4 months' sight 211	
Documentary Bills, 4 months' sight 211	
ON PARIS—	Bank Bills, on demand 261
Credits, at 4 months' sight 261	
ON GERMANY—	On demand 211
Telegraphic Transfer 211	
Bank, on demand 211	
ON AUSTRIA—	Bank, on demand 1574
Telegraphic Transfer 1574	
Bank, on demand 1574	
ON SHANGHAI—	Bank, at sight 721
Bank, 30 days' sight 734	
Bank, on demand 1031	
ON TOKOHAMA—	Bank, on demand 1031
ON MANILA—	Bank, on demand 1031
ON SINGAPORE—	On demand 101 p.c.p.m.
ON BATAVIA—	On demand 1273
ON HASTHUNG—	On demand 21 p.c.p.m.
ON SAIGON—	On demand 60
ON TANGKOK—	On demand 60
SOVEREIGN, Bank's Buying Rate 9.40	
GOLD LEAD, 100 lbs, per tael 49.40	
BAR SILVER, per oz 22.50	

OPUM.

July 6th.

Quotations are—Allowances not to 1 cent.	Allowances not to 1 cent.
Malva New 1550 to —	per pound
Malva Old 15100 to —	
Malva Rose 15105 to —	
Malva V. Old 15110 to —	
Peruvian fine quality 1550 to —	
Peruvian extra fine 1550 to —	
Fatua New 15177 to —	per cent.
Fatua Old 15185 to —	
Emures New 1505 to —	
Emures Old 1505 to —	

VESSELS EXPECTED.

THE FRENCH MAIL—	The M.M. str. Armand Bebic left Saigon on the 6th inst., at noon, for this port.
THE AMERICAN MAIL—	The P.M. str. Kewei sailed from San Francisco for Hongkong on the 20th June.
	The O. & O. str. Capricorn sailed from San Francisco for Hongkong on the 27th June.
	The T. K. L. str. America sailed from San Francisco on the 30th June for this port.
THE CANADIAN MAIL—	The C.P.E. str. Empress of China left Vancouver on Monday, the 2nd inst., p.m., for Hongkong via the usual ports of call.

MERCHANT SHIPPERS.

The J.-C.-J. Lin str. Tjivachi left Kobe via Moji and Amoy for this port on the 27th June, and may be expected here on or about 8th July.	
The Indo-China str. Namanya, from Calcutta and the Straits, left Singapore on the 3rd inst., at 6 p.m.	
The N.Y.K. str. Kamakura Maru (European Line) left Kobe for this port via Moji and Shanghai on the 1st inst., and is expected here on the 8th inst.	
The Bon Line str. Bendavid, from Antwerp and London, left Singapore on the 4th inst. for this port.	
The N.Y.K. str. Hakata Maru (Bombay Line) left Bombay for this port via Tuticorin and Singapore on the 23rd June.	

GENERAL AGENTS.

The Armand Bebic, with the French mail of the 8th June, left Saigon on Friday, the 6th inst., at noon, and may be expected here on or about Monday, the 9th inst., at daylight. This packet brings replies to letters despatched from Hongkong on the 5th May.	
MAIL WILL CLOSE.	
PER	
DATES	
COMPANY.	
Paid Up	
Quotations	

JOINT STOCK SHARES.

Hongkong, July 6th.

Allianbra	\$200	\$100.
Banks—		
Hongkong & Shantung	\$125	\$8221, buyers London, 225.
National Co. of China	26	\$47, cum call
Bell's Asbestos E. A., 12s. 6d.	37	x, d.
China-Borneo Co.	\$12	474, buyers
China Light & Power Co.	\$10	341
China Provident	\$10	39, sellers
Cotton Mills—		
Ewe—	11s. 6s.	
Hongkong International	11s. 7s.	15s. sellers
Luon King, Mow	100	11s. 7s.
Soyochi	100	11s. 30s.
Dairy Farm—		
Deeks & Wharratt & Co.	\$50	18s. buyers
H. & W. Deeks	50	15s. sellers
New Amoy Dock	50	18s. sellers
Shaw & Co. Ltd.	100	11s. 2s.
Shaw & H. Wharratt	100	11s. 2s.
Forewick & Co., Geel.	\$25	12s. 2s. sellers
Green Island Company	\$10	18s. buyers
Hongkong & G. Gas	210	11s. 15s. buyers
Hongkong Electric	150	11s. 15s. sellers
H. L. Transways	\$100	12s. 2s.
Hongkong Hotel Co.	\$50	12s. 2s. buyers
Hongkong Ice Co.	25	12s. 2s. buyers
Hongkong Pipe Co.	\$10	12s. 2s. sellers
Hongkong S. Waterboat	100	11s. 4s.
Insurance—		
Canton	\$50	\$142.
China Fire	\$20	\$15. buyers
China Trade	\$10	\$15. buyers
Hongkong Fire	\$50	\$12s. 2s. sellers
North China Union	\$100	\$18s. sales & buy
Yangtsze	\$90	\$175. sellers
Land and Buildings—		
Hongkong Land & B.	\$100	\$113. sellers
Humphrey & Co.	\$100	\$114. sellers
Kowloon Land & B.	\$100	55s. sellers
Shanghai Land & B.	50	11s. 10s.
Westland Building	50	52s. sellers
Jining—		
Charbonnages	Feb. 250	\$660, nominal
Raids	19/0	\$64, sales
Philippines Co.	100	\$5.
Refineries—		
China Sugar	\$100	\$150, sales & sel
Luzon Sugar	\$100	\$20, sellers
Shipman Companies—		
China and Manilla	\$25	120, sellers
Douglas Steamship	\$50	\$124, buyers
H. & C. & M. A.	15	25.
Indo-China S. N		

THE GENTEL A.B.

BILL'S UNCLE—LORD CHASEMORE.

The watchman looked long and reflectively into his empty tumbler before beginning to talk.

I reckon you may take it for granted that to be a genteel a sailor as Bill Chasemore, a man must stretch the truth a bit at times. It's not in nature that a sailor could keep it up without. I don't believe an owner in a shiny hat could do it. Anyway, we always made a point of taking Bill's cuffs with a fistful of salt, though it would have needed a big lump of man to tell him so to his face, a bigger man than I've sailed with yet. And that's a queer thing about Bill. He has that superior kind of a way with him, like the commander of a battleship addressing himself to a little yellow dog with a tin can tied to his tail.

Well, I suppose we must have been as near pulling Bill's legs might be with a chap of his man-o'-war-rigged style, when Valparaiso Johnny lugger cut the magazine the sky-pilot had given him in Calcutta, and asked Bill if he was any relation to Lord Chasemore. It seems there was a sort of story, with pictures and fancy trimmings, about this Lord Chasemore opening a exhibition in the East Indi Dock in aid of the Missions to Seafarers or such-a-business.

"Yes," says Bill, lazy-like and very slowly, spitting in the gentlemanly way he had got when "yes, I suppose that's the fifth earl, my uncle on the maternal side. It's years now since I met the old gentleman—at a dinner it was, given in his honour at a ship-up place called 'The Rose and Crown' few doors down from Buckingham Palace. I remember my uncle was so pleased as punch with the whisky served there, and he said the dash was equal to anything they had at the House of Lords. It must have been tidy stuff, for the old gentleman was famous for daintiness. May a time as a child I have seen him toss a glass of port wine in his butler's face, glass and all, when the butler's eyes was not quite to his liking at supper. Always had the same things at supper, had him an eggs and cold roast turkey with a glass of Amontillado sherry wine and a small bottle of port. Then he'd wind up with a hot grog and so to his bunk, all standing. Magnificent old place, his country house, down Grosvenor way; door and that in the garden, and sheep and pigs all over the place past counting. Yes, one of the stately homes of England all right, and of the highest registered tonnage, Park View Mansion; but God knows if I shall ever see the old place again."

"Why don't you go and see his lordship when you get paid off," said Valparaiso Johnny. "Might take him a pint, or one of them deplorable head walking sticks, or something o' that sort of spirit to catch a whiff, yo know. He might leave you the chancery."

"Ah, that'll fit to the eldest son, with the crockery and the gold plates, and all that," said Bill. "I daresay Chasemore has forgotten me by now, anyway, as like as not. I was always the black sheep, you see. The old gent'man could never get over my being a common sailor. They can't help it, you know. The other lords wouldn't stand it. They have to be very particular, you see, what with the Radicals and the board schools, and one thing and another."

Just then old Dutchy looked up—he was dressing a patch on his oilskin pants which had stoned from the lamp-jockey—and he says, in his fat-headed way: "Ant you your uncle directly a neophyte, Bill?"

"I believe I said so, Dutchy," says Bill, with the full blast of his Royal Navy touch, as if he was just going to order Dutchy four dozen well-laid on, but co'dn't quite take the trouble to say so to a low-down common sailor. "I believe I said so," he says, and spits clear over three chests and a bread-lover into the starboard hawse-pipe. "And the man who guesses again'll guess wrong."

Nobody guessed again—not out loud, anyway and every little while for the rest of the passage, in a second dogwatch, or alongmidafternoon in a fine first watch on deck, some one would ask Bill for a yarn about his uncle, and get it too, as good as any novel with a picture on the back about the high old jink they had in the House of Lords there, or the jamboree. Lord Chasemore and a lot of other lords would put up at Park View Mansion, with hot grog going all night, and girls dancing on the table; and the artful pipes they had from the liquor cellar, fixed with taps, like gas, alongside all the bards, so a lord could draw himself a glass of rum or sherry wine any time he woke up with a fancy for it. They were splendid yams, there's no doubt, and all as full of A number I gentility as the *Family Journal*. I will say that I think Bill could give tone to a shanty if he set his mind to it. For white paint and gold-out class you never saw, his equal afloat.

Now, when our crew was paid off in Dundee that voyage, Dutchy and Valparaiso Johnny, and Bill and me, we all took passage for London aboard a coasting steamer, and I may say we travelled in style. A better time I never remember. The weather was very dirty, and the steamer was home to twenty-four hours in the North Sea, while we lay in our bunks, snug as a bug in a rug, and listened to the tramp of the hoots of steamboat men on deck. We had four bottles of whisky and a pack of cards and a pile of paper novels; and the cabin was built like a fo'c'sle with berths all round, but beautifully warm and close, like a galleon, with a store armaments. Every four hours they served us a square meal, and by the chick o' my arm, but we made that steward by my round. The best was, when the hock keg sprung a leak and all hands were turned out to keep the pumps going, and us passengers, lying there smothering sugar, listening to 'em. We certainly had the time of our lives.

It's not often Bill Chasemore patronises a common sailors' home when he's ashore, but he did this time, and we was all very friendly together, till Valparaiso Johnny put his big foot in it by making a m'at insulting observation to a young lady Bill was giving a drink to. Bill on to him like a shark at a beef-bone, and before you could turn round he was lacing into Johnny with his malice caned like a schoolmaster. Johnny roared and wriggled to beat the band, but Bill had him in a clove-hitch, and laid on till he was tired.

Well, in due course Johnny apologised and come back all he said, and we shook out royals again and bore down on the horns all sorrone. But Johnny was chewing the rag, I could see that. Next day, at breakfast, Johnny came out with a most surprising yarn he'd got from the man that sands the hall floor. It seemed the bigwigs had some some sort of a jamboree on, Lord Chasemore was coming to inspect the home that very morning.

"So now you'll be able to see your uncle again," Bill says with a grin. "Maybe he'll come down handsome. I'm sure we shall all enjoy seeing the meeting." Well, you could see without looking that Bill didn't like it. "I'm afraid you'll be disappointed, then," says he, "for I've an important engagement this morning. I'm going to—"

"Yes," says Johnny, sort of anxious like. "I'm going to have a tooth out," says Bill, sharp and sudden.

A TRAGIC TALE OF A TRAMP.

The case of the *Carrie*, which has just been investigated at Cardiff, affords proof that when naval war is in progress the sea loses some of its old-time possibilities for adventure. Here he was a tramp steamer, originally sailing out of Cardiff with a cargo of coal, and apparently engaged in the most commonplace maritime undertaking. Yet before long she is found going hide-and-seek in Eastern seas, undergoing hairbreadth escapes, surviving dangerous plots, and finally, after a long period of extraordinary, if sometimes qualified, luck, having her career terminated by the explosion of her cargo of ammunition. The story, which ends, though it were taken out of a gilt-edged book of romance, may be summarised quite briefly. The coal took out to the East was for the Russian Government, and was duly delivered at Vladivostock. Then the vessel was chartered to load munitions of war and provisions for Port Arthur. Here was the prospect of still more excitement. Whether the officers and crew were altogether aware of their destination or of the character of the cargo seems very doubtful, but according to the master everybody had an inkling of the fact that there were extra wages, and more still if the ship got safely to Port Arthur. Something is said about a threat to drive the crew on board at Vladivostok at the point of the bayonet, but the master had no recollection of any conversation of that sort. Anyhow, the subsequent voyage soon began to prove adventurous. When 300 miles off the coast of Japan the *Carrie* lost her propeller blades and for three months she drifted, never at any time falling in with a Japanese cruiser, until she presently got towed into Manila. Here she was fitted a new propeller, but not before some Japanese fishermen in their sampans had tried to blow her up.

A little later she arrived in the Saigon River, where for months she lay at anchor, the fierce heat of the tropical sun beating upon her decks, and doubtless tending to enhance the inherent dangers of her risky cargo. In November, after having been at anchor in the river for at least six months, the *Carrie* did manage to hand over a portion of her cargo to a Russian cruiser, but she herself dared not venture out of seclusion. In December there were two outbreaks of fire in her holds. This doubtless provided a good deal of excitement, but the fires were ultimately extinguished. On the 3rd of January, however, there came a series of explosions, and damage was done which made it quite clear that the vessel would never leave the Saigon River. All the while the vessel was anchored the crew had been allowed to remain on board, and no attempt was made to get the cargo discharged into lighters, or otherwise removed from the ship. It is for these reasons that the Cardiff shipowners find the master in such default especially in view of the first explosion of December—that he suspends his certificate for twelve months. Notice of appeal has been given, and maybe we shall hear something further of this case. Anyhow, the master was in a various predicament owing to the wholly unusual circumstances in which he was placed. Certainly the full records of Board of Trade inquiries are relieved by the semi-tragedy details associated with the final stages of the ill-fated steamer *Carrie*.—*Lloyd's Shipping Gazette*.

AN ANTI-PURITAN LEAGUE.

IN DEFENCE OF THE PEOPLE'S PLEASURES.

The following announcement was published at London recently of the foundation of an Anti-Puritan League for the Defence of People's Pleasures. It is signed by Mr. Hubert Bland, Mr. G. K. Chesterton, Mr. Walter Crane, Mr. James Douglas, the Rev. Stewart D. Headlam, Mr. B. T. Hall, Mr. Selwyn Image, Mr. Edgar Jepson, Miss E. Neibit, Mr. Conrad Noel, Mr. G. S. Street, Mr. Frederick Whelon, Mr. R. W. Wemyss Anderson, and Mr. Cecil Chesterton, hon. secretary:—"There must be many sensible and public-spirited citizens who have observed with alarm the growing power of what may be called the Puritan party in national and municipal politics. Those who regard half of human life as inherently vile, who look upon dance or the drinking of a glass of beer as mortal sin, are indeed a small minority of the people of England. But they are admirably organised, and are consequently able to get their representatives elected to municipal bodies and to frighten timid candidates into pledging themselves to their policy. Already they have practically captured the London County Council. It remains to be seen whether they will not succeed in capturing the House of Commons. The Anti-Puritan League has been formed with the object of fighting against Puritan tyranny in all its manifestations. It seeks to expose those whose resonant domination so far as possible at elections as the Puritans are at the present time. The league stands for the recognition of the right of every citizen to opportunities of decent and human recreation. It advocates temperance in pleasure, not abstinence from them, as the true human ideal. The league will be obliged to oppose much that goes by the name of 'temperance reform,' a name used to cover policies which are either utterly ineffective or stupidly oppressive. For instance, it will have nothing to do with local veto or with the 'settled temperance policy' of the London County Council. But it will have its own constructive policy—the provision of the municipality of pleasant places of refreshment where the citizens could get good liquor under decent and humane conditions, and where any profit would go to the people themselves to be used for the general good. It will further combat the stupid hostility which our municipal rulers display towards the art of dancing and not infrequently towards the drama itself. While recognising the necessity of securing to every citizen one day's rest in seven, it will resist all attempts to force a narrow and bitter Sabbatharianism upon the democracy. The refusal of the County Council to allow even the quietest game to be played in the parks and open spaces on Sunday is an example of such attempts. The movement for the Sunday closing of public houses is another. Generally the league will aim at organising the forces which can be directed against coercive Puritanism, at bringing home to the mind of the ordinary citizen dangers which its domination involves, at educating public opinion to a saner view of public enjoyment. All who sympathise with the objects of this propaganda are requested to communicate with the hon. secretary of the provisional committee, Cecil Chesterton, 11, Warwick-gardens, Kensington. Subscriptions to defray the expenses of starting the agitation are needed, and should be sent to the same address."

The Daily News opines that there is no harm in anti-Puritanism, and suggests that the authors of this execrable word will doubtless be rewarded by a mild and amusing sensation.

TEA AND ALCOHOLIC DRINKS ENDANGER THE KIDNEYS.

Alcoholic stimulants, and tea, have an injurious effect on the kidneys, irritating and inflaming the delicate tissues, and starting such complaints as: Burning Pain or Ache in the Back, Giddy or Seizing Urine, Excess of Urine, Sediment, Gravel, Rheumatism, Disease, Cramp in the Muscles and Limbs, Dulness of the Brain, etc. Doan's Backache Kidney Pills should be used occasionally by all who take Beer, Spirits and Tea, as this medicine soothes and heals the kidneys, cleanses the ureters and bladder, and flushes the uric poisons from the system. Doan's Pills are purely vegetable, and do not act on the bowels.

Kenny's Buildings, High Street, Covenanter, Scotland.

Dear Sirs:—I don't know how to express my gratitude for the relief Doan's Backache Kidney Pills have given me. For sixteen months I was tormented with sciatica; I could scarcely move, but since taking Doan's Kidney Pills I have felt nothing of the pains.

I can get about now with ease, but before I was cured my work and everything I did was a burden to me.

The pains were chiefly in my back and legs, and sometimes they were so severe that I nearly fell to the ground when out walking. At nights I was so bad that often I had to get out of bed; I could not lie there and endure the agony.

Your Doan's Backache Kidney Pills have afforded a perfect cure, and I've never felt anything of the pain since. Please make what use you like of this testimony, and believe me to be, Yours gratefully,

(Signed) ALEX. W. GUTHRIE.

3½ years later our representative visited Mr. Guthrie, and asked him whether he had found his cure to be a lasting one. "Indeed I have,"

Mr. Guthrie replied heartily: "there has been no relapse, and I have enjoyed excellent health ever since my cure by Doan's Backache Kidney Pills. I can get about well, and I never have

any symptoms of kidney complaint."

Doan's Backache Kidney Pills are 2½ a box, or 13½ for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

[59-7]

TEN DAYS' FREE TRIAL

REGISTRED DR. LALOR'S PHOSPHODYNE TRADE MARK.

AGE
AND
QUALITY
GUARANTEED.
Watson's DUNDEE WHISKY, No. 10.
THE FINEST OLD SCOTCH.
J. WATSON & CO., LTD., DUNDEE.
Hong Kong Agents: WATKINS, LTD., ADAMS HALL'S, HALL'S.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1863-84, open to all Countries.

REGISTERED DR. LALOR'S PHOSPHODYNE TRADE MARK.

PHOSPHODYNE
HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its worldwide reputation as the Best and only safe reliable Phosphoric Remedy for Nervous Weakness, Paralysis, Sciatica, Neuralgia, Dyspepsia, Neuralgia, and Convulsions. It gives a rapid and permanent recovery, especially in cases of debility. It increases the Vital Power, General Health, all Blood Disorders, and all Functions, and cures the diseased Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred diseases is remarkable. It gives a rapid and permanent recovery, especially in cases of debility. It increases the Vital Power, General Health, all Blood Disorders, and all Functions, and cures the diseased Conditions of the System, caused by the deficiency of the Vital Forces.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred diseases is remarkable. It gives a rapid and permanent recovery, especially in cases of debility. It increases the Vital Power, General Health, all Blood Disorders, and all Functions, and cures the diseased Conditions of the System, caused by the deficiency of the Vital Forces.

Thousands of irreconcileable testimonials from all parts of the World, and from the highest Medical Authorities. No other Phosphoric Preparation has received such distinguished recognition.

Directions for Self-Treatment of the above Diseases with each Bottle:

Sold in Bottles at 4s. 6d. and 1s. each, by all Chemists throughout the World.

MAUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPS. TEAD, LONDON, ENGLAND.

Agents in HONG KONG.—A. S. WATSON & CO.

65



Special Low Freight Rates to the Orient
And our system of selling General Merchandise of every kind Direct to the Consumer enable you to obtain latest

American Goods at Chicago Prices

You can buy us everything to eat, wear and use at the same prices paid by our three million customers in America.

We ship by Fast Freight and the Pacific Steamers, and have a fixed low freight rate, not enjoyed by any other firm. On all classes of goods, irrespective of measurement, our special freight rate, covering both the rail and ocean haul, is only \$1.75 per 100 lbs. from Chicago to Yokohama, Kobe, Nagasaki, Shanghai, Hongkong and Manila, and through the rail or ocean to any open port.

You run no risk. Our Export Division understands all requirements and we guarantee safe delivery. We pack goods properly and are prepared to take care of all details. We have had over 10 years experience in export shipping.

We have thousands of customers in the East; are well known to the banks and refer by permission to the Hongkong & Shanghai Banking Corporation and The Chartered Bank of India, Australia & China.

Our new 1200 page Catalogue No. 74, Season 1905-6, just from the press contains clear illustrations, truthful descriptions and lowest prices or 126,000 articles in every day use. The book costs us almost \$1.00 gold to print and mail, but we will gladly send a copy to any householder or prospective buyer, if you will show us to do so by just writing and asking for a copy.

MONTGOMERY WARD & CO.'s Catalogues Are Here.

We have sent a limited supply of these large Catalogues to the office of this paper, where all who need it once can have one on payment of 50 cents to pay local postage and expense.

Secure your copy at once to prevent delay.

Write a letter to our Export Manager, at Chicago, and ask him any questions you like. He will be glad to furnish any information.

Do not miss this opportunity to Get Our New 1200 Page Catalogue No. 74, FREE.

MONTGOMERY WARD & CO.
CHICAGO, U. S. A.

Sale by all Principal Chemists 2818

BANKS

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Bills may be obtained on application. INTEREST on deposits is allowed at 3% per cent. per annum. Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed or FIXED DEPOSIT at 4% per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 20th May, 1906.

BANKS

INTERNATIONAL BANKING CORPORATION.
Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

CAPITAL AND SURPLUS
AUTORISED ... Gold \$10,000,000
CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$3,250,000

HEAD OFFICE: New York.
LONDON OFFICE: Threadneedle House, EC2
Branches and Agents all over the World.

LONDON BANKERS.
NATIONAL PROVINCIAL BANK OF ENGLAND:
LIMITED,
UNION OF LONDON AND SMITH'S BANK:
LIMITED,
BRITISH LINEN COMPANY BANK.
The Corporation transacts every description of Banking and Exchange business received money in Current Account and accept Fixed Deposits at the following rates:-

For 12 months 1% per cent. per annum.

For 6 " " 3%

For 3 " " 2%

H. PINCKNEY,
Manager.

Queen's Road, Central,
Hongkong, 20th September, 1905. 842

THE YOKOHAMA SPECIE BANK:
LIMITED.

ESTABLISHED 1860.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID UP ... 21,000,000

CAPITAL UNPAID ... 3,000,000

RESERVE FUND ... 10,200,000

SPECIAL RESERVE FUND ... 1,000,000

HEAD OFFICE-YOKOHAMA.

BRANCHES AND AGENTS.
Tokyo Kobe Nagasaki
Osaka Lyons New York
London Honolulu Bombay
San Francisco Tianjin Nanking
Shanghai Peking Mukden
Dalian Chefoo Tieling
Port Arthur

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED.
PARK'S BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of 2% per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 1% per cent.

For 6 " " 3%

T. P. COCHETTANE,
Manager.

Hongkong, 10th May, 1906. 114

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000

SUBSCRIBED ... 1,125,000

PAID-UP ... 625,000

RESERVE FUND ... 135,000

PANKEERS.

THE LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the daily balance

On Fixed Deposits -

For 12 months 1% per cent.

For 6 " " 3%

E. ORMISTON,
Manager.

Hongkong, 20th March, 1906. 26

HONGKONG & SHANGHAI BANK:
CORPORATION.

PAID-UP CAPITAL ... £10,000,000

RESERVE FUND ... £10,000,000

SILVER RESERVE ... £5,000,000

RESERVE LIABILITY OF PROPRIETORS £5,000,000

COURT OF DIRECTORS.

A. HAGET, Esq., Chairman.

G. H. MEDHURST, Esq., Deputy Chairman.

E. Gootz, Esq.

Hon. Mr. W. J. Greenan, Esq.

C. R. Lenzmann, Esq.

D. M. Nixon, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER
Hongkong-J. R. M. SMITH.

ACTING MANAGER
Shanghai-W. ADAMS ORAM.

LONDON BANKERS-LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On FIXED DEPOSITS

For 3 months 1% per cent. per annum.

For 6 months 1% per cent. per annum.

For 12 months 1% per cent. per annum.

H. E. R. HUNTER,
Manager.

Hongkong, 6th June, 1906. 23

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP ... Sh. Taels 7,500,000

HEAD OFFICE-SHANGHAI,
BOARD OF DIRECTORS, BEIJING.

BRANCHES.

Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinpu, Tungtau, Kobe,
Yokohama, Singapore.

Founded by the following Banks and
Bankers:-

KOBIGNEIGE SIEDHANGLUNG (PREUSSISCHE
STAATSBANK) Berlin.

DIREKTION DER DISCONTO-
GESELLSCHAFT.

DEUTSCHE BANK.

S. BLEICHROEDER.

BERLINER HANDELS-
GESELLSCHAFT.

BANK FÜR HANDEL UND
INDUSTRIE.

ROBERT WAGSHAUER & CO.

MENDELSON & CO.

M. A. von ROTHSCHILD &
SÖHNE.

JACOB S. H. STEIN.

NORDDEUTSCHE BANK IN HAMBURG, HAMBURG,
SAL. OPENHEIM, JR. & CO., KÖLN.

BAVARISCHE HYPOTHEKEN-UND WECHSEL-
BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROUSHFIELD & SON.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,

which may be learned on application. Every deposit will receive any order for Coals produced from the above Collieries.

HUGO BUTER,
Manager.

Hongkong 1st May, 1906. 37

BANKS

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ORESTES."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd July.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 9th July.

No Claims will be admitted after the Goods have left the steamer, and all Goods remaining undelivered after the 9th July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th July, or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd July, 1906. 1910

NORDDEUTSCHER LLOYD, BREMEN:
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"BAYERN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are to be landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before 6 P.M. To-day, Tuesday.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 10th July, at 9.30 A.M.

All Claims must reach us before the 16th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NOELDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 27th March, 1906. 1613

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after 4 P.M. of the 7th July, will be landed at Consignee's risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside such Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance has been effected.

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 5th July, 1906. 1675

NAVIGATION GENERALE
ITALIANA

(Filioe and Rabatino United Companies).

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, as any Goods remaining in the Godowns after the 12th July will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 5th July, 1906. 14

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"NUBIA,"

FROM ANTWERP, LONDON, MALTA,
POET SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery may be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 12th July, at